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# HUNTS POINT INDUSTRIAL DISTRICT

ECONOMIC DEVELOPMENT SECTION

•

INTERIM

REPORT

•

OCTOBER 1971

NEW YORK CITY PLANNING COMMISSION







York Terminal Market



the gap between available medical services and needs. Within the district there are only two small health facilities: the 45-bed Ideal Nursing Home at Manida and Spofford Streets, and the 168-bed Prospect Hospital in Longwood, at Kelly Street south of Longwood Avenue.

The nearest municipal hospital is the antiquated Lincoln Hospital between 141st and 142nd Streets and Concord and Wales Avenues. This institution is slated for replacement; \$3 million has been allocated for rehabilitation of the present building, pending the opening of the new one on a site between 144th and 149th Streets and Morris and Park Avenues. The

be the new marine transfer station and Sanitation Department garages. Construction of this complex will begin in late 1970 or early 1971 and be completed in 1973 at a total estimated cost of more than \$56 million.

#### Recreation

There is a serious lack of park and recreational facilities in the district. The only park in the district, Drake Park, is small (2.5 acres) and is located on the peninsula south of the residential community. It still preserves the gravestones of the area's early families but offers almost no recreation space. A 75 x 100-foot

stores are on Southern Boulevard between West Avenue and East 163rd Street; there are bran several men's clothing stores, shoe stores, large gain stores, many small dress shops, furniture and three movie theaters.

Hunts Point Avenue, from Bruckner Boulevard down to Lafayette Street, has the largest concentration of stores on the peninsula: supermarkets, bakery liquor stores, hardware stores and a variety of small stores and services.

In Longwood, on Prospect and Westchester avenues, are many Spanish-American grocery restaurants, and several Hispanic stores. The







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This report was prepared by the Economic Development Section of the NYC Planning Department and the NYC Economic Development Administration. It was designed to assess the feasibility of enhancing the industrial potential of Hunts Point. The peninsula presents substantial opportunities for industrial renewal if traffic circulation problems can be resolved and existing junk yard uses can be relocated.

The report, which contains a preliminary analysis of the peninsula, is a working document which focuses on the opportunities and problems involved in developing a comprehensive industrial renewal strategy for Hunts Point. We have suggested alternative traffic solutions to facilitate proposed renewal activities. Further analysis is required by the Transportation Administration before a definitive proposal can be made.

This report provides the basis for initiating a workable renewal plan that can remedy the peninsula's existing problems, and for capitalizing on its redevelopment opportunities.





Hunts Point contains almost 50 acres of vacant or underutilized industrially zoned land with good immediate redevelopment potential. Staged renewal of these sites will provide 3,000 to 5,500<sup>1/</sup> badly needed jobs for the Bronx Model Cities area located across the Bruckner Expressway and for the residential enclave on the peninsula itself. Simple improvements on the existing shuttle service would make new jobs in the Hunts Point Industrial District accessible to Model Cities workers.

Sixty-five thousand low-skilled residents in the Bronx Model Cities area need stable well paying jobs. One-third of the 120,000 Model Cities residents who are counted in the labor force are underemployed and 13,000 are jobless. There are an additional 8,500 employable women on ADC, and 5,000 able-bodied men who are not in the labor force.

There are 14,500 people residing in the Hunts Point residential area and while there are no current data on welfare, unemployment or underemployment for this community, the ethnic mix and age distribution of the population suggest the presence of serious employment problems.<sup>2/</sup>

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<sup>1/</sup> 6,300, including American Bank Note building.

<sup>2/</sup> Hunts Point Peninsula: White, 19%; Black, 42%; Puerto Rican, 39%.  
Bronx Model Cities: White, 15%; Black, 35%; Puerto Rican, 50%.





Table I - Job Deficit in The Bronx Model Cities Area<sup>1/</sup>

	Female	Male	Total
Unemployed	4,700	8,000	12,700
Employed in Low-Wage Jobs	17,000	23,000	40,000
A.D.C. Heads	8,500		8,500
Non-participants	<u>5,000</u>	<u>          </u>	<u>5,000</u>
Total	30,200	36,000	66,200

<sup>1/</sup>Job deficit indicates the number of persons in the labor force who need improved employment opportunities. It provides a rough measure of number of jobs needed that will pay a minimum of \$100 a week.

Table I - Job Deficit in the

Category	Number of Jobs
Unemployed in the labor force	1,000,000
Unemployed in the labor force	1,000,000
Unemployed in the labor force	1,000,000
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Job deficit indicated the number of jobs in the labor force who need employment opportunities. It provides a rough measure of number of jobs that will pay a minimum of \$100 a week.



## PLANNING CONSTRAINTS

The Hunts Point Peninsula has substantial opportunities for industrial renewal, but it also poses several major planning constraints.

### . Traffic Circulation:

Vehicular traffic circulation is the most difficult physical problem in Hunts Point. Hunts Point Avenue, which bisects the residential zone, is the major truck arterial. The Hunts Point Terminal Market currently generates up to 2,500 vehicles a day, with traffic loads peaking between 5 and 6 a.m. Most of this traffic passes along Hunts Point Avenue through the residential enclave, enroute from the highway system to the market. The second most used access to the Peninsula is Leggett Avenue, which is also heavily congested at peak hours. This situation will be exacerbated by the completion of the Hunts Point Food Center, which is expected to generate an additional 14,000 vehicles per day. Massive congestion also occurs at the market toll entrance during peak traffic hours. Relocation of the market entrance to Lafayette Avenue and Edgewater Road is presently being planned. If such a move takes place at this location, it will add truck congestion close to the residential area.

Planning Considerations

The first consideration in planning for a new building is the location. The location should be chosen on the basis of the following factors:

Location

The location of a building should be chosen on the basis of the following factors:

- 1. Accessibility: The building should be easily accessible by road, rail, and air.
- 2. Proximity to other buildings: The building should be located near other buildings of similar type.
- 3. Proximity to public utilities: The building should be located near public utilities such as water, gas, and electricity.
- 4. Proximity to parking: The building should be located near a parking area.
- 5. Proximity to public transportation: The building should be located near a public transportation station.
- 6. Proximity to schools and hospitals: The building should be located near schools and hospitals.
- 7. Proximity to government offices: The building should be located near government offices.
- 8. Proximity to commercial centers: The building should be located near commercial centers.
- 9. Proximity to residential areas: The building should be located near residential areas.
- 10. Proximity to industrial areas: The building should be located near industrial areas.

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- 9. Proximity to residential areas: The building should be located near residential areas.
- 10. Proximity to industrial areas: The building should be located near industrial areas.



Industrial redevelopment proposed in this plan would add 3,000 to 4,000 vehicles to the Peninsula's already overburdened circulation network. Inadequate street patterns hinder easy access to and from the Peninsula and generate substantial congestion at the intersection of Hunts Point Avenue and Bruckner Boulevard. On-street loading, double parking and debris on narrow streets contribute to congestion within the area.

Mass Transit:

The lack of adequate mass transit service to the Hunts Point Peninsula limits the opportunities for high density, multi-story development on most available sites( Map N.4). Subway transportation is provided by the Lexington Avenue line to Pelham Bay and South Ferry, with two Hunts Point stops west of Bruckner Expressway. Over two-thirds of the district is located more than one-half mile from a subway stop.

Existing public transportation makes access to the area difficult for residents of the adjacent Bronx Model Cities neighborhood. Limited surface transportation entails two fares. Bus #34 connects with the subway station at Cramer Square west of Bruckner, and runs along Hunts Point Avenue to Randall Avenue. At that point, it connects with a

## Industrial Development

It is well known that the industrial development of a country is a complex process. It involves many factors, including the availability of raw materials, the level of technology, the size of the labor force, and the amount of capital investment. In the case of the United States, the industrial revolution was a period of rapid growth and change. It was characterized by the rise of the factory system, the invention of the steam engine, and the development of new manufacturing techniques. The result was a dramatic increase in the production of goods and services, which led to the growth of the middle class and the rise of the United States as a world power.

## Conclusion

The industrial revolution was a period of rapid growth and change. It was characterized by the rise of the factory system, the invention of the steam engine, and the development of new manufacturing techniques. The result was a dramatic increase in the production of goods and services, which led to the growth of the middle class and the rise of the United States as a world power. The industrial revolution was a period of rapid growth and change. It was characterized by the rise of the factory system, the invention of the steam engine, and the development of new manufacturing techniques. The result was a dramatic increase in the production of goods and services, which led to the growth of the middle class and the rise of the United States as a world power.



shuttle bus that brings workers to the southern section of the district during the rush hours (from 7:22 a.m. to 9:10 a.m., and from 3:15 p.m. to 6:07 p.m.).

Direct shuttle bus service is being planned between the subway stop at Cramer Square and the market, using the new entrance on Halleck Street between Lafayette and Spofford Avenues.

. Junk Yards: .

Scattered junk yards and open storage occupying almost 25 acres of land and create practical difficulties in assembling redevelopment parcels. Junk yards, although low-density activities, perform the important function of processing obsolete automobiles and other solid waste materials. A relocation plan to consolidate these activities in Hunts Point must be implemented before renewal takes place.

. Summary:

The design of a more efficient circulation system and the development of a junk yard relocation policy are needed before large-scale industrial redevelopment of Hunts Point can proceed. Regular, direct, one-fare bus service from several central points in the Model Cities area to major employment nodes on the Peninsula is required if new job opportunities are to benefit low-skilled residents in The Bronx poverty areas.



## Action & Programs

We recommend the following action as the first phase of a comprehensive renewal strategy:

- a) Designate for industrial renewal the entire Hunts Point Peninsula, with the exception of the Food Center, the Produce Terminal, and the R-6 zone.
- b) Develop a circulation plan, with the Transportation Administration, rerouting traffic in and out of the peninsula and around the residential area.

A problem is the use of residential streets by truck traffic. There are alternative ways to bypass the residential enclave. Any of the three alternatives described below would permit the closing of Hunts Point Avenue and other major residential streets to truck traffic.

One possible solution would entail rerouting of truck traffic throughout the peninsula and redesignating the streets approaching the bridges and traffic direction on the bridges over the railcut into a one-way system. This is a less

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<sup>1/</sup>The Economic Development Section undertook a traffic survey from February 20 to 23, 1971, with the cooperation of the Market Manager. The purpose was to establish origins, destinations, types of truck routes, most frequent traffic problems, and obtain general suggestions for improvements. Traffic volumes in the Market average 2,500 trips per day; 621 questionnaires were returned. No overall traffic studies have been made recently. Traffic counts from the Traffic Department are from 1967, 1968 and 1970.





costly alternative plan, which can be achieved in the short run. Access to the regional highway system would be improved and the congested intersection of Bruckner Boulevard and Hunts Point Avenue would be bypassed. Although internal circulation will be improved by the street paving and widening project presently being carried out, the designation of one-way interior streets and selective elimination of parking and loading on streets will further reduce present congestion (Map10).

The construction of an interchange at Edgewater Avenue and the Bruckner Expressway would enable traffic to enter the market directly from the Expressway system by linking the Sheridan and the Bruckner with the Hunts Point Peninsula.

Edgewater avenue is a one-way street in from the Bruckner, which is at grade at this point, but is restricted from use by the configuration of the intersection and heavy traffic on the Bruckner. In addition, this portion of the Bruckner is not connected with the Sheridan Expressway, a disadvantage for any traffic desiring to go between the peninsula and points north. At present this traffic uses Hunts Point Avenue to the Bruckner intersection, where a ramp leads to the Sheridan going northbound. Southbound traffic on the Sheridan has no direct access to the peninsula.

The proposed location of a bridge across the Bronx River, at Lafayette Avenue is no longer feasible. The City has sold title to a portion of Bronx River Avenue to a private firm. This street would have served as a truck route skirting Lafayette-Boynnton Houses. Lafayette Avenue, the only other route across the river, which borders the Lafayette-Boynnton Houses and Soundview Park, is not suitable as a major traffic arterial.

An alternative location for the proposed bridge would be at Story Avenue, through the block fronting the river between Garrison and Seneca Avenues. The center portion of this block is City-owned and the topography is similar to that of Lafayette Avenue. This location would route traffic north on Bronx River Avenue, through an industrial area, and to an intersection with the Bruckner Expressway going in either direction.

This solution would not be as efficient as the proposed Bruckner-Sheridan-Edgewater interchange. Northbound traffic would have to proceed north of



Bronx River Avenue to Westchester Avenue, then across the river to an intersection with the Sheridan. The streets and intersection along this route are very constricting to truck traffic due to the elevated structure on Westchester Avenue and trucking operations which take place on the streets.

- c) Acquire and market existing industrial space in the American Bank Note complex.

American Bank Note, the area's largest employer, is scheduled to relocate elsewhere in New York City, with our assistance. Almost 500,000 square feet of multi-story space will become available on the vacated 4 1/3 acre site. Several smaller parcels located nearby, which are used for parking and storage, will also become available.

The Bank Note complex, has one of the few locations in Hunts Point with good subway access. It can be used effectively to increase the area's job base without requiring new construction.

- d) Develop detailed renewal plans for areas B-3 and B-4 Map No. 11

Area B-3, which is adjacent to American Bank Note, contains four acres of redevelopable land assessed at \$2.00 per sq. ft. It is accessible to mass transit





and offers a major opportunity for new multi-story development on the Hunts Point Peninsula.

Area B-4, which houses 65 firms employing over 1,500 workers, contains an additional 4 1/2 acres of underutilized land at an assessed value of \$4.50 per sq. ft. The available parcels, which are mostly under an acre in size, are suitable for infill development or on-site expansion of existing firms. Opportunities for street closings would permit the assembly of larger tracts. These could be consolidated with parcels in B-3 to create suitable sites for multi-story structures.

- e) Rearrange the surface traffic system in order to provide direct service between all parts of the Bronx Model Cities area and the Hunts Point Peninsula.
- f) Assess the feasibility for relocating the compactor and other water-related firms on filled land, west of the planned EPA facility (area C4). Develop detailed plans for the consolidation and relocation of existing junkyards and related activities, in Area A1.



## LONG RANGE PLANNING CONSIDERATIONS

Detailed redevelopment proposals for the other areas indicated on Map 4 should be tied to a junk yard relocation policy and a plan for the expansion of market-related activities on the Peninsula.

Junk yards are scattered throughout the remaining areas with the heaviest concentrations located in Areas A1 and A2. Although junk yards are classified as marginal uses which generate few jobs, they perform an essential function in removing abandoned cars and other types of waste from the City streets. The City presently has less than 200 acres of land in junk yards and many of these activities are in areas slated for redevelopment. Appropriate alternative locations for existing junk yards must be identified before sites in these areas can be assembled.

The Hunts Point Market Facilities will occupy 329 acres along the Bronx and East Rivers. The Terminal Produce Market is already in operation on a 126-acre site east of Halleck Street; the Food Center on the remaining 203 acres will provide facilities for meat and fish wholesalers and a number of independent food processors and distributors. Areas A-1 and A-2, adjacent to the market site, will provide about 34 acres of additional space for redevelopment.



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An extension of the railroad service is planned for the peripheral area of the peninsula. The line that serves the Produce Market will also serve the Food Center and the EPA plant, and continue west to Oak Point Yards,

Market-related activities such as food processing and wholesaling firms should be given priority. This would create a cluster of activities tied to the food complex. A proposal for a service center related to the Food Center is currently being studied. This center would supply commercial, recreation, lodging and medical facilities. It would also serve to consolidate existing banks, restaurants, and other commercial activities. In addition, Areas A1 and A2 will provide an opportunity to relocate other wholesale markets to Hunts Point, freeing valuable land elsewhere in the City for redevelopment. Food-related activities should be encouraged but firms with desirable wages, training programs, etc. may be welcome too. Improved City services, police, sanitation and enforcement of traffic and parking regulations are essential for smoother and safer activities in the area.



## OPPORTUNITY AREAS

Areas suitable for redevelopment were identified on the basis of availability, minimum site size (30,000 sq. ft.), parcel shape, exterior physical condition, and low-job density and assessed valuation (see Maps 7 through 10). A total of 50 acres were identified as suitable for initial redevelopment on the basis of these criteria. In addition, there are numerous small parcels averaging 10,000 sq. ft. which can be used for expansion of existing firms.

Different types of areas were delineated. "A" areas which would permit the assembly of relatively large parcels are located farthest from the subway. "B" and "C" areas will allow for the assembly of smaller parcels and "infill" type development.

The job potential for different areas was based on ranges of acceptable densities of jobs per net industrial acre: a) low to medium, 40 to 90; b) medium to high, 90 to 140; c) high, over 140. These densities were applied on the basis of distance from the subway and parcel sizes. Full redevelopment of the 50 available acres will generate 3,000 to 5,500 new jobs.<sup>1/</sup>

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<sup>1/</sup> Existing floor space in the American Bank Note complex is not included in these job estimates; at 400 sq./ft. per worker, this space would generate an additional 800 jobs.





Table III summarizes the available acreage, assessed valuation, job displacement, and new job potential for the 9 areas delineated on Map No 11. These areas are briefly described below:

Area A1

is dominated by junkyards, most of which are linked to the autobody compactor and flattener, located in the area adjacent to the Bronx River, between Seneca and Lafayette Avenues. The largest junkyards are located along Halleck Street, directly opposite the Market. The Environmental Protection Administration will build a resource separation and recovery facility<sup>1/</sup> on the southern section of Area A1, on the blocks bounded by Manida Street, Viele Avenue and the East River. The concentration of existing junkyards and the location of the EPA facility makes the area east of East Bay Avenue especially suitable for the consolidation of most junkyards and the relocation of the flattener. The area, however, contains several large firms employing almost 700 in structures in fair to good physical condition.

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<sup>1/</sup> The facility will separate solid wastes by type of materials (for example, aluminum, copper, etc.) to be shipped directly to basic industries. It also will burn garbage and other solid wastes, and be able to generate through heat some of the energy required by its own operation.



To accommodate additional junkyards these firms will have to be relocated to other parts of Hunts Point. The flattener should be relocated on the waterfront for the simultaneous operation of at least two barges. A convenient location would be on filled land<sup>1/</sup> to the west of the EPA facility. The relocation of the flattener will contribute to clearing some traffic congestion at Edgewater Street and also vacate land which is necessary for the efficient operation of the rail loop serving the Market on the East River side of the Peninsula.

Relocation and concentration of junkyards will not provide new jobs, and will require the relocation of some manufacturing firms. In spite of this, the relocation is highly desirable. It will free land in various sections of the Peninsula, permitting the assembly of large parcels for industrial development. It will remove noxious and unsightly uses from residential and other industrial areas, and will permit the location of food-related industries close to the market. Street closings and improvements, perhaps widening of Viele and Tiffany Streets and reorganization of traffic patterns will permit a more efficient operation of junkyards and other activities related to the disposal of solid wastes.

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<sup>1/</sup> Area C4, Map 11 - Creation of approximately five acres of land will allow also the relocation of water-related cement mixing firm presently in Area B2. Approximate cost per sq. ft. will range between \$5.50 and \$6.00.



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#### Area A2

is located along Halleck Street which separates it from the market. It contains many vacant parcels and junk yards which will permit the assembly of sites of over two acres. It is contiguous to the residential area and has some problems of through traffic. The topography would allow for the construction of some two-story buildings on a couple of blocks. Redevelopment might include market-related industries.

#### Area B1

is located in the center of the industrial area. It has serious traffic problems which may be in part alleviated by scheduled street improvements. It contains small redevelopable parcels, generally under one acre, and an unused two-acre city park.

#### Area B2

is located at the northeast end of the district and contains several sound firms. Developable parcels are scattered and may be suitable for the expansion of existing firms. Part of the area may have to be reserved for traffic interchange between Hunts Point and the Bruckner and Sheridan Expressways.



#### Area B3

adjacent to American Bank Note is located near a subway stop. It is most suitable for the development of a multi-story structure in conjunction with possible street closings and the development of adjacent areas in B4.

#### Area B4

contains several good firms and smaller redevelopable parcels of about 30,000 sq. ft. Opportunities for street closings may permit the assembly of larger sites. The major opportunities, however, are for infill development.

#### Area C1

between the Bronx River and an adjacent railroad line, contains a busy junk compactor linked to almost every junk yard in the area. This facility as well as two other firms will have to be relocated to allow for the better operation of rail facilities related to the new food market entrance.

#### Areas C2 and C3

offer opportunities within single blocks for the redevelopment of sites of at least one acre.





Area C4

water area, west of planned EPA facility,  
When it is filled it will serve for the relocation of  
water-oriented firms presently in Areas C1 and B2.

American Bank Note complex (ABN)

contains almost 500,000  
sq. ft. of usable industrial floor space on a 4.3 acre  
site. The firm which employs over 800 workers is  
planning to relocate somewhere else in the City. The  
site has good access to mass transit. The structure  
can be converted to various activities, and offers  
a prime reuse opportunity.



Section	Industrially Zoned		Assessed Valuations		Firms		Jobs			
	Total Net Acres	Net Dev. Acres	Developable Area Total, \$	Average \$/sq.ft	Exist.	To be Reloc.	Exist.	To be Displ.	Total New Jobs	Net Job Change
A1	21.99	17.56	2,066,500	2.32	52	37	694	210	702-1580	492- 1370
A2	27.11	16.23	3,065,800	3.04	53	25	628	115	649-1461	534- 1346
B1	18.39 (1)	7.23	444,000	1.41	63	≤ 2	558	≤ 5	650	650
B2	16.21 (2)	≤ 4.33	≤ 464,500	2.46	41	≤ 5	748	≤ 50	345-561	345 - 561
B3	5.64	4.15	224,000	1.24	25	≤ 2	118	≤ 5	374- 581	374 - 581
B4	21.44	4.59	595,500	2.98	65	≤ 2	1,545	≤ 5	413- 643	413 - 643
C1	4.75	—	500,000	3.13	3	3	192	192	—	- 192
C2	2.75	1.72	202,000	2.69	7	-	142	-	155- 241	155 - 241
C3	2.64	1.25	94,000	1.88	5	-	119	-	113- 175	113 - 175
C4	5.00	5.00	1,300,000	6.00	—	-	—	—	192	192
Subtotal	125.92	62.06 (4)	8,956,300		314	70-80	4,744	582	3603-6084	3652- 5951
A.B.N.	4.36 (3)	490,000 s.f (5)	3,300,000 bldg) 1,380,000 land	(6)					800	800

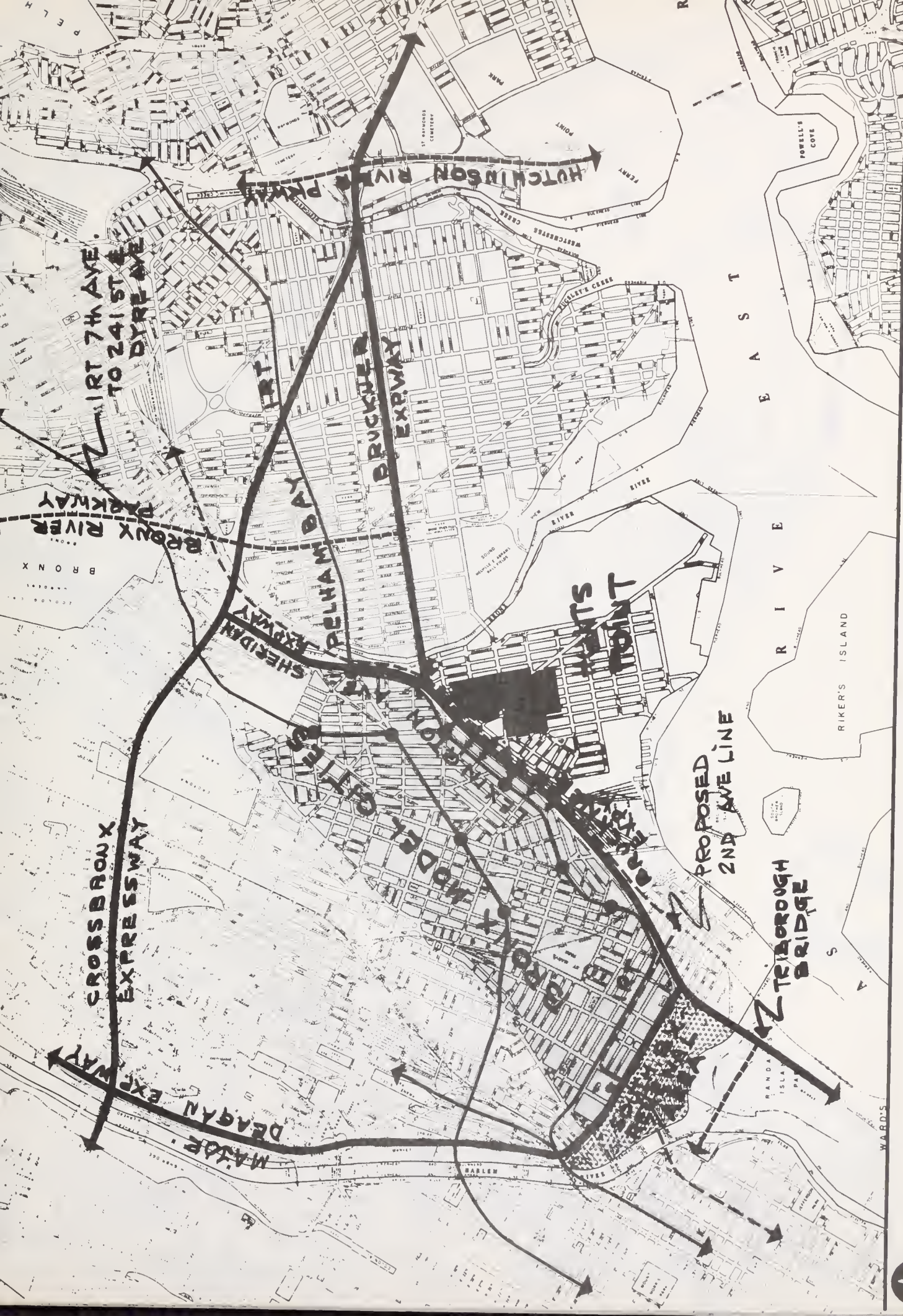
Estimated job densities:

Areas A1 and A2 ..... 40-90 jobs/ind.aacre  
B1 ..... 90  
B2, B3 and B4 .... 90-140  
C1 ..... 140  
C2 ..... 90-140

(1) Joseph Rodman Park included  
(2) Part to be used for transportation design  
(3) Main section. There are additional parcels in other blocks, use for parking  
(4) May be reduced by 12 to 15 acres for the relocation of junk yards and related activities  
(5) Gross building area. Approximate net = 400,000 s.f.  
(6) HDA's estimate





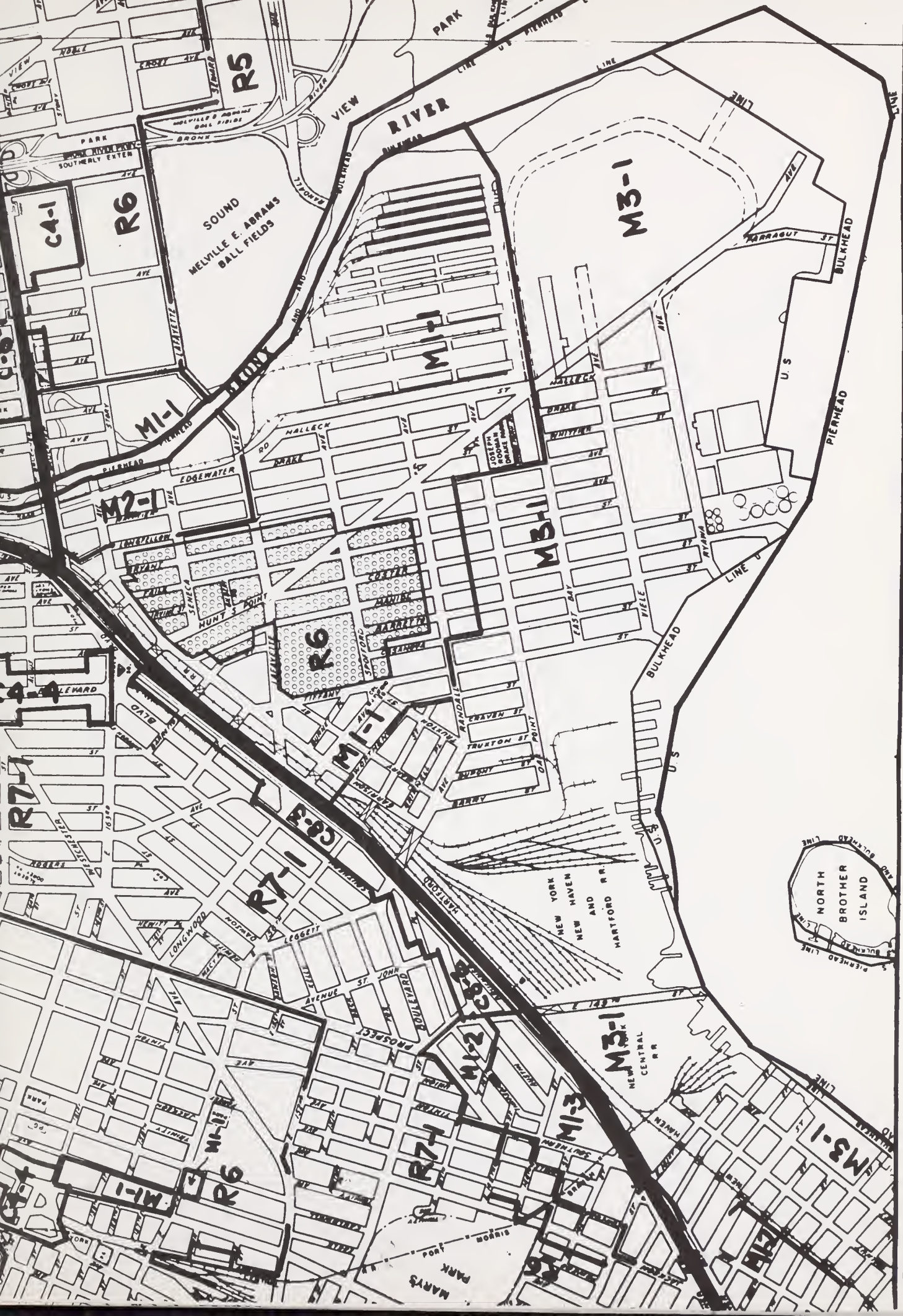


MAP 1 - 1" = 3200'

CONTEXT







**ZONING**

1" = 1200'

MAP 2









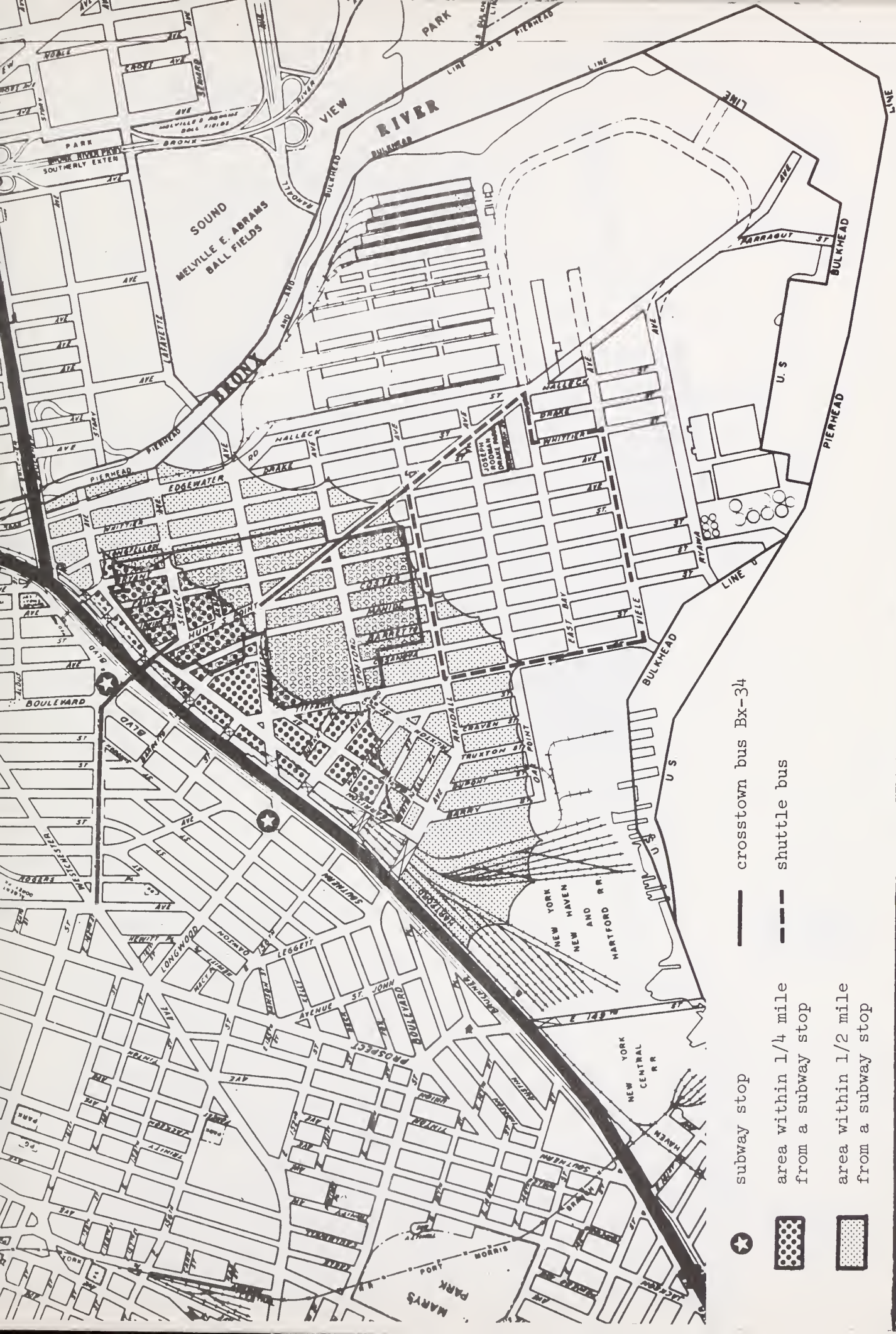
TOPOGRAPHY


MAP 3 1" = 1200'











 subway stop

 area within 1/4 mile from a subway stop

 area within 1/2 mile from a subway stop

 crosstown bus Bx-34

 shuttle bus

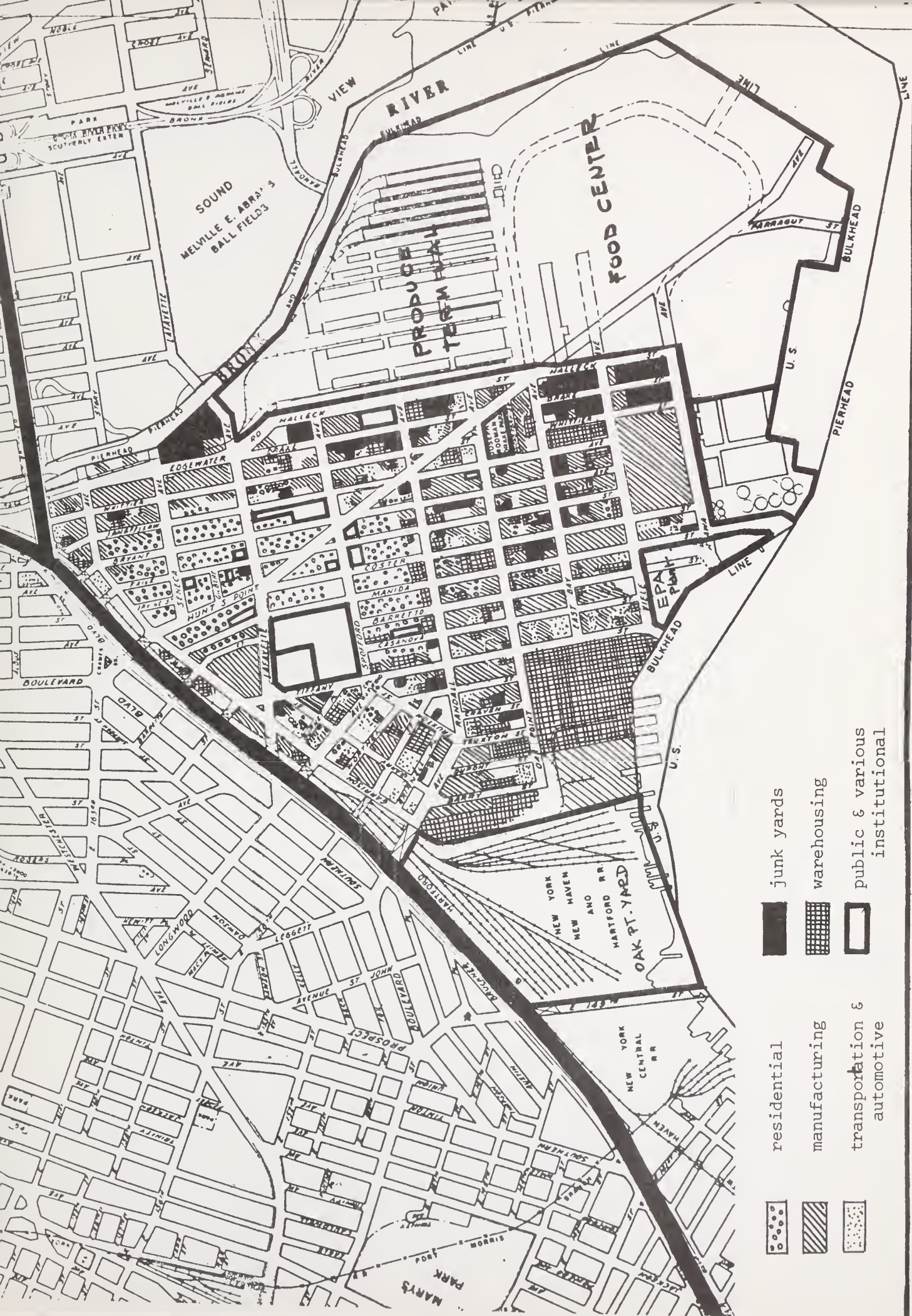


MAP 4 1" = 1200'

# ACCESSIBILITY BY TRANSIT



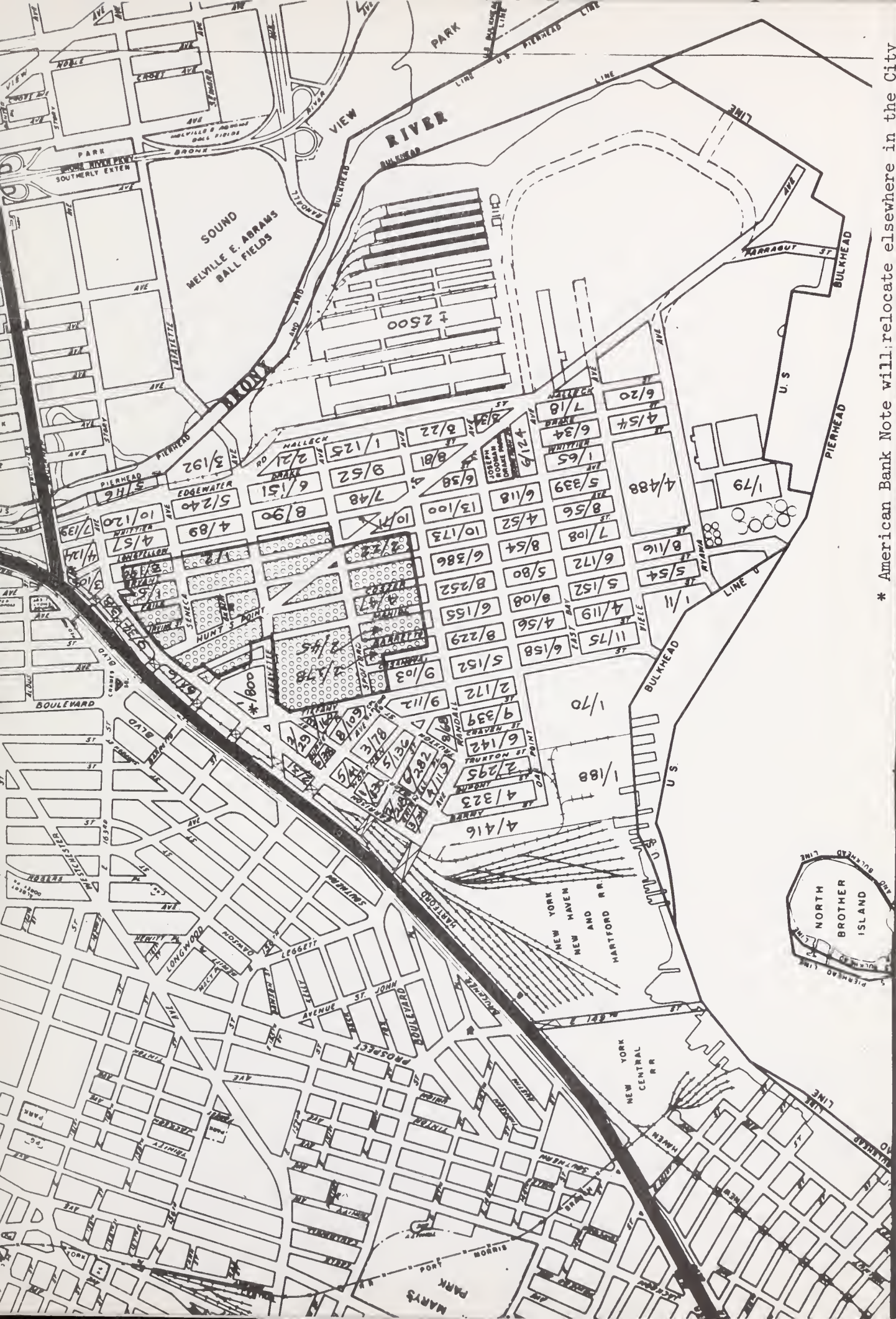




- |  |                             |  |                                |
|--|-----------------------------|--|--------------------------------|
|  | residential                 |  | junk yards                     |
|  | manufacturing               |  | warehousing                    |
|  | transportation & automotive |  | public & various institutional |







\* American Bank Note will relocate elsewhere in the City



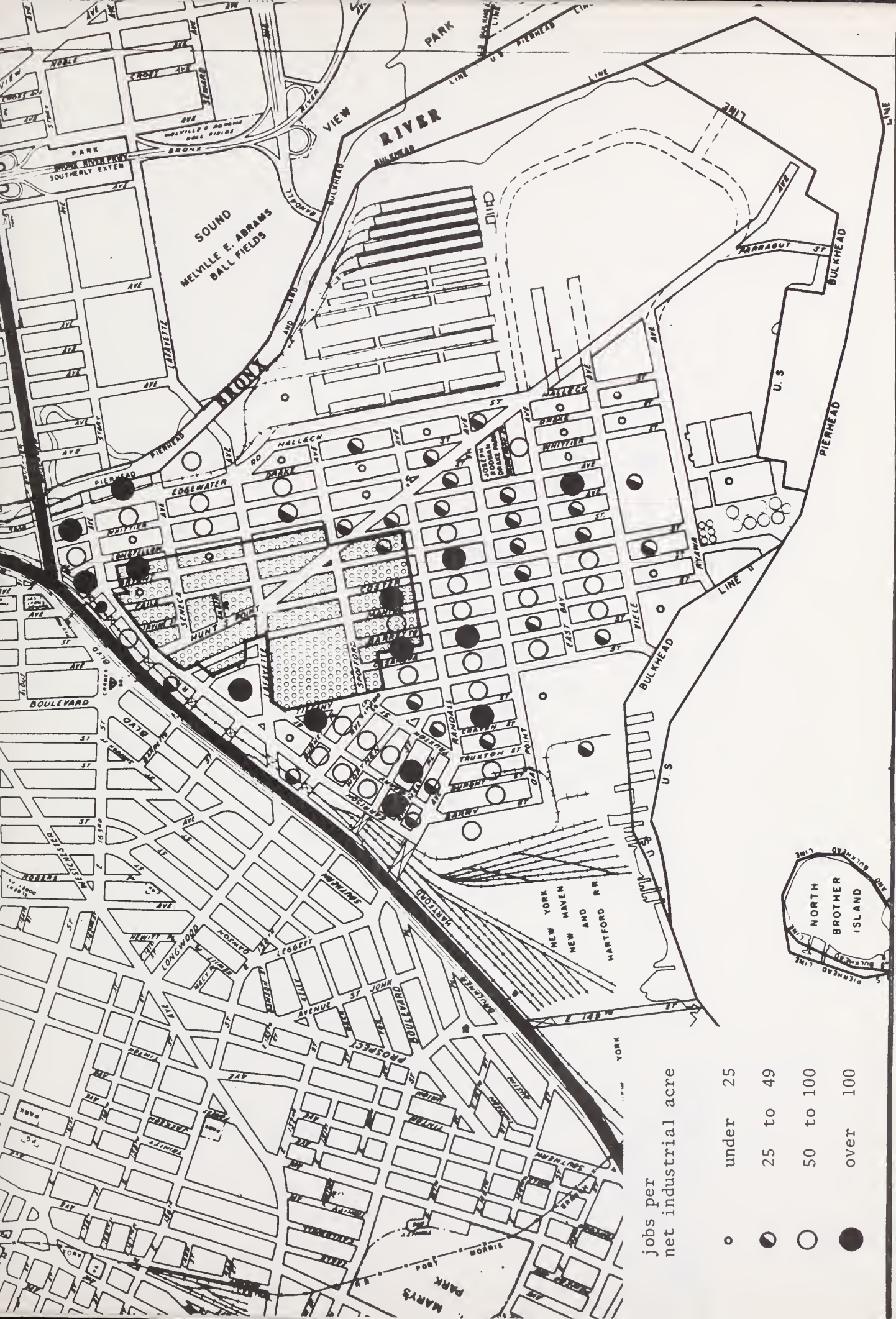
MAP 7 1" = 1200'

# NUMBER OF FIRMS AND JOBS

CPC.







jobs per  
net industrial acre

- under 25
- 25 to 49
- 50 to 100
- over 100



MAP 8

1" = 1200'

JOB DENSITY

CPC.

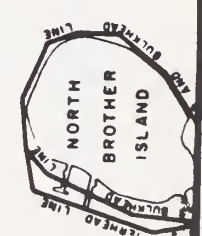






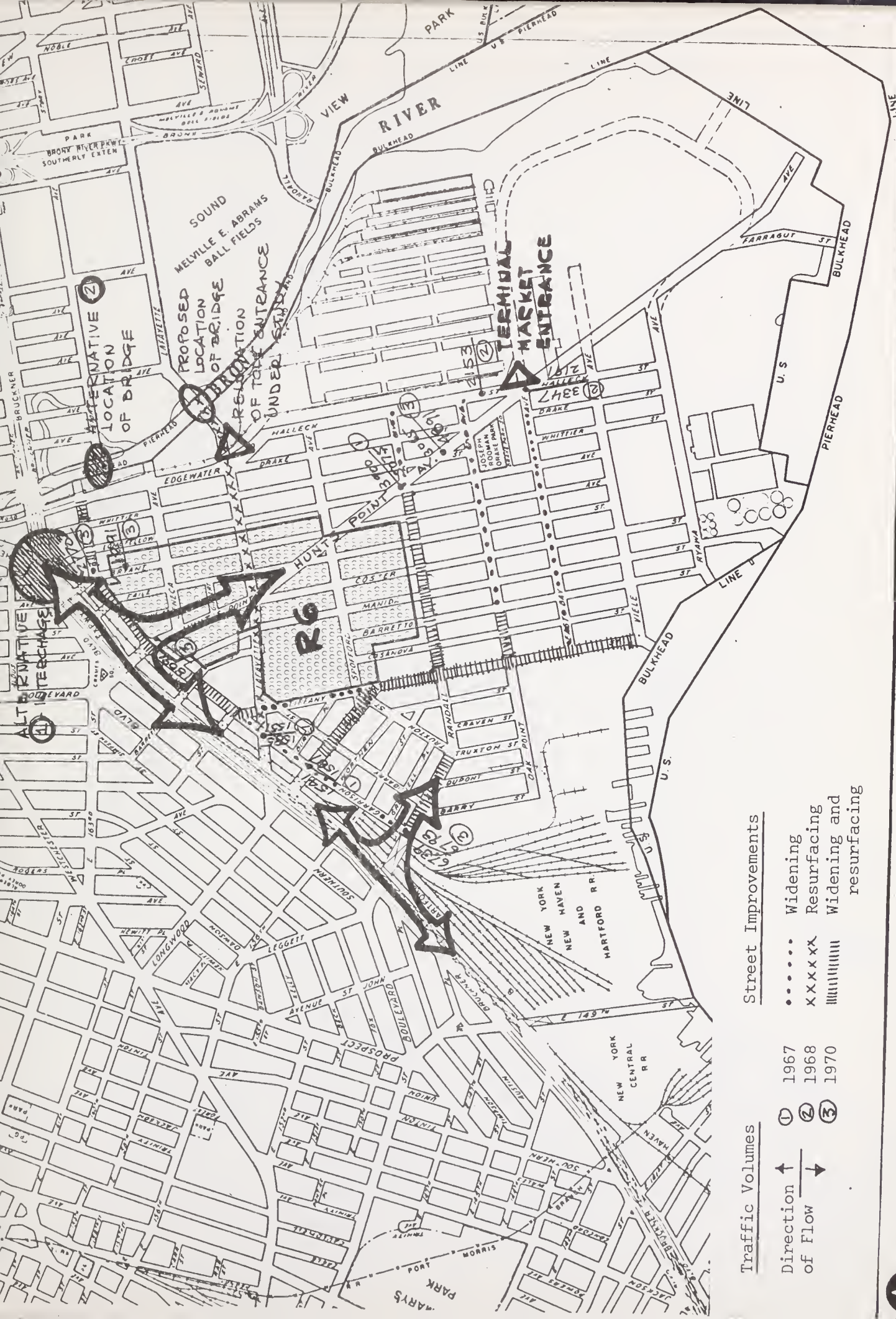
# MAJOR EMPLOYERS

MAP 9 1" = 1200'









# TRANSPORTATION ISSUES

Traffic Volumes		Street Improvements	
Direction ↑	① 1967	.....	Widening
of Flow ↓	② 1968	xxxxxx	Resurfacing
	③ 1970		Widening and resurfacing



MAP 10 1" = 1200'









#### MAPS

- 1 Context
2. Zoning
3. Topography
4. Accessibility by Transit
5. Land Use
6. Assessed Valuation by Block
7. Number of Firms & Jobs
8. Job Density
9. Major Employers
10. Transportation Issues
11. Opportunity Areas



## EXISTING LAND USE

Industrial and residential areas in Hunts Point started developing at the beginning of the century with the opening of a trolley line running along Hunts Point Avenue and across The Bronx to Manhattan. In 1911, the City graded and paved streets in the area, and a large development company started a subdivision for housing construction. In the same year, American Bank Note Company opened at Garrison and Lafayette Streets employing 2,000 persons. The extension of the IRT line to Pelham Bay in 1920 further increased the area's industrial growth.

Today the Hunts Point Peninsula consists of 105 average City blocks and extensive areas along The Bronx and East Rivers. It is zoned industrial M1-1 and M2-1 and residential R-6. These uses are clearly separated and correspond fairly closely with zoning boundaries (see Maps 2 and 5).

### Industrial.

Industrial uses account for 81 percent (245 acres) of the net acreage in the district.<sup>1/</sup> The Peninsula contains 462 industrial firms employing 10,407 workers at an average net density of 42.5 jobs per acre. The Produce Market, which is not included

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<sup>1/</sup> Net acreage excludes market areas, a sewage plant and the Oak Point Railroad Yards.

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in this total, employs an additional 2,500 workers on 126 acres, at a density of 20 jobs per acre. The second stage of market development will provide an estimated 8,500 new jobs in 203 acres, at a density of 42 jobs per acre.

Over three-quarters of the firms in Hunts Point employ less than 25 workers. Sixty percent of the jobs are concentrated in 12 percent of the firms which have more than 50 employees.<sup>1/</sup>

#### Junk Yards.

Junk yards occupy almost 25 acres of industrially zoned land (Map 5), with the heaviest concentrations located along Halleck, Drake and Whittier Streets. They provide few jobs, with most firms employing only two or three people. Most of the junk yards in the Peninsula are linked to a junk compactor located at Edgewater Street and Seneca Avenue. Some of these firms have been relocated from the site of the Food Center.

<sup>1/</sup> See Tables I & II in the Appendix



### Residential.

Toward the north of the district, at the highest location (see Map 3), is a 20-block area containing over 4,000 dwelling units. This residential enclave, which covers 19 percent of the Peninsula's net acreage, is concentrated mostly within the R-6 zone and is bounded generally by Harrison and Randall Avenues, Longfellow and Tiffany Streets. The area's population of 14,000<sup>1/</sup> is 19 percent White, 42 percent Black, and 39 percent Puerto Rican.

Most of the residential structures are walk-ups in fair to poor condition, with the exception of an 111 unit Mitchell-Lama high rise built in 1965 and several attractive clusters of one- and two-family homes. Hunts Point Avenue, which bisects the R-6 zone, is a major truck route constituting a severe nuisance for surrounding residential uses.

The residential enclave will remain in the foreseeable future. No new housing is planned for the area, but a new intermediate school (I.S.74) is slated for construction on a site between Longfellow and Bryant Avenues adjacent to the industrial zone.

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<sup>1/</sup> CPC 1970 estimate.



Commercial Uses and Community Facilities.

A poorly maintained and underutilized park (Joseph Drake Rodman Park) is located in the midst of the industrial zone. Four branch banks are situated in the industrial area around the park, close to the Market entrance. Other commercial uses (C1 zones) are concentrated in the R-6 area along Hunts Point Avenue. Community facilities scattered through the residential area include the NYC Shelter for Delinquent Children, Ideal Nursing Home, a fire station, and P.S. 48 (141 percent utilization).





## APPENDIX

Map 1

Tax Block numbers

Table I

Firms with 25 or more employees

Table II

Major Employers  
100 employees and over









Table A-1

## FIRMS WITH 25 OR MORE EMPLOYEES

Category	No. of Firms	% of Total	No. of Employees	% of Total
1. Metals	23	23.5	1,634	21.0
2. Wholesale	17	17.3	1,209	15.6
3. Plastics	5	5.1	590	7.6
4. Furniture	6	6.1	545	7.0
5. Food	8	8.2	542	7.0
6. Stone, Glass, Clay	3	3.1	512	6.6
7. Public & Utilities	3	3.1	544	7.0
8. Non-Elec. Machinery	5	5.1	463	6.0
9. Contract Constr.	6	6.1	446	5.7
10. Elec. Machinery	5	5.1	327	4.2
11. Misc. Manufactures	4	4.1	300	3.9
12. Services	2	2.0	228	2.9
13. Trucking	5	5.1	190	2.5
14. Chemicals	3	3.1	138	1.8
15. Textiles	2	2.0	65	0.8
16. Paper	1	1.0	34	0.4
TOTALS	98	100.0	7,767	100.0



Table A-II

## MAJOR EMPLOYERS - 100 EMPLOYEES AND OVER

	Tax Block No.	Name of Firm	No., Empl.	Activity
1	2605	Nat'l Gypsum Co.	188	Mfg. Gypsum Prods.
2	2606	Foodco, Inc.	230	Food Distrib. Serv.
3	2606	Plastic Ware, Inc.	215	Injection Molding
4	2606	Harlem Paper Prods. Corp.	112	Wrap.Papers, & Bags
5	2606	Acrite Industries	226	Arch. Woodwk. (cabinets)
6	2606	Armel Ice Cream Co.	110	Mfg. Ice Cream
7	2736	Gray Plastic Pkg. Co.	130	Plastic Pks. Prods.
8	2736	N.Y. Telephone Co.	200	Repair Facility
9	2736	Civetta Contracting	200	Excavating Contr.
10	2755	Albro Metal Prods.	100	Metal Fabricating
11	2761	Hudson Superfine Laundry	145	Com. Laund. & Dry Clean.
12	2762	Bronx Fur Dressers	120	Fur Dressing
13	2765	Dept. of Sanitation	265	Garage & Storage
14	2766	Wander Iron Works	125	Fabric Misc. Metals
15	2768	Grand Iron Works	200	Steel Fabric.
16	2768	Firedoor Corp. of Amer.	296	Mfg. Elevator cabs
17	2768	Sentinal Plastics	150	Fabric Plastics
18	2768	Port Morris Tile	264	Tile & Terrazzo Mfg.
19	2769	A-L Equip. Corp.	100	Sewer Contr.
20	2774	Inden. Metal Fabricators	100	Metal Fabricators
21	2775	Brook Sheet Metal Co.	300	Fabric. Sheet Metal
22	2777	Alex. Forst & Sons Inc.	250	Toy Distribs.
23	2777	Nat'l Wire Prods. Co.	120	Mfg. Wire Furniture
24	2777	Kenbert Lighting Ind.	110	Mfg.Light Fixtures
			<u>4,256</u>	

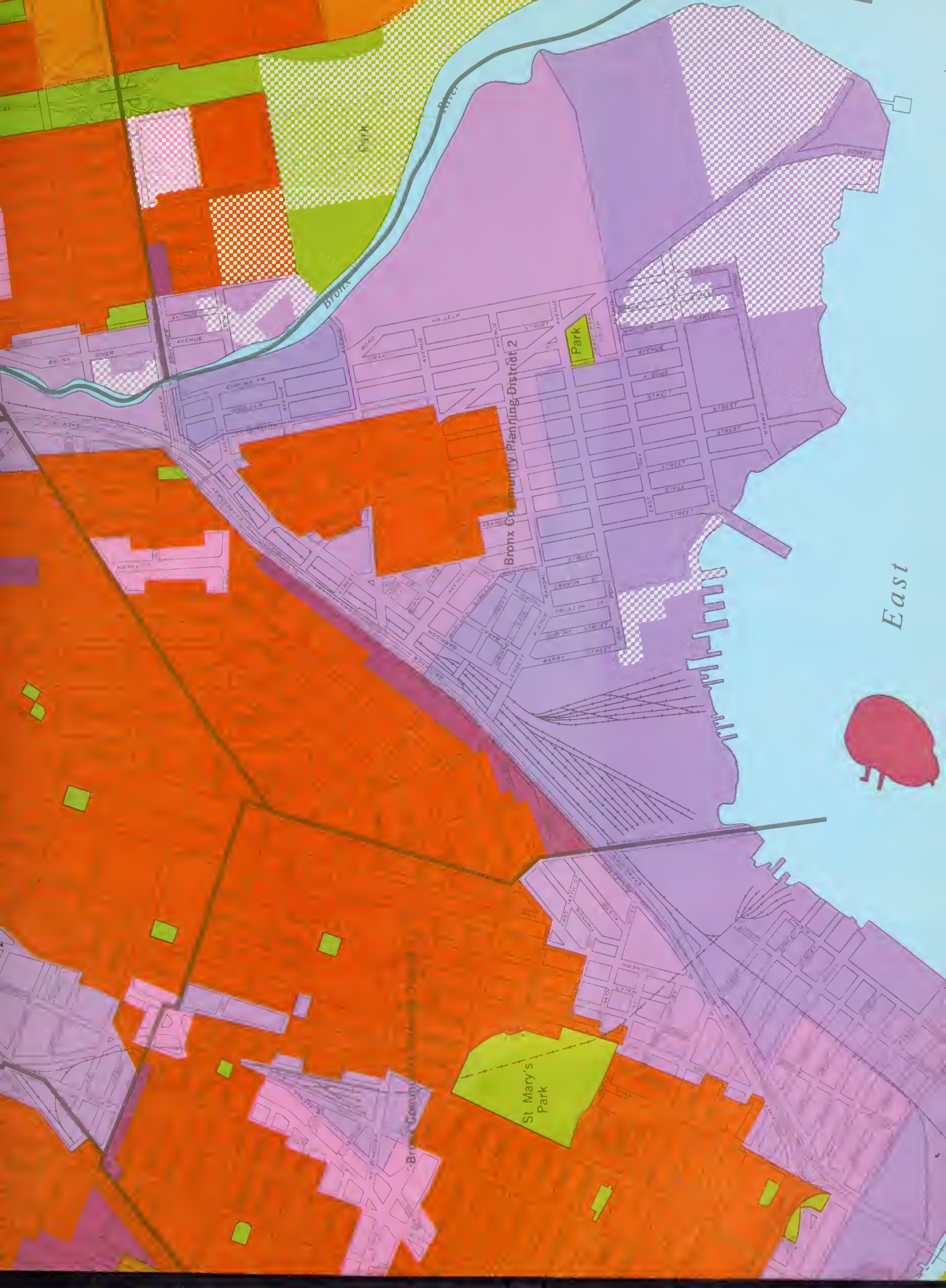


This report was prepared by the Economic Development Section of the New York City Planning Department, and the Planning Section of the Department of Commerce and Industry, and the Economic Development Administration.

October 1971







Bronx Community Planning District 2

Park

St Mary's Park

East





Morris H.S.

Alfred E. Smith  
Vocational H.S.

St. Francis  
Hospital

Lincoln  
Hospital

Samuel Gompers  
Vocational and Technical H.S.

149 St.  
(6)

Concerned Parents  
Family Day Care Career Project  
Employment Service

P.S. 62

P.S. 130  
Bronx Concerned  
Parents Assn

P.S. 39

St. Ann's  
School (R.C.)

N.Y.C. Shelter for  
Delinquent Children  
Youth House

P.S. 48

Sanitation  
Garage 20

SOUTH BRONX SANITATION CENTER  
S.140

Hunts Point Pollution  
Control Plant

HUNTS POINT WATER POLLUTION CONTROL PROJECT FIRST AND SECOND STAGES

South Bronx Marine  
Transfer Station

New York  
Terminal  
Market

D.297  
HUNTS POINT FOOD CENT  
HW.59  
PAVING OF STREETS  
M.60  
NEW WHOLESALE FISH M

Jane Addams  
Vocational H.S.

Puerto Rican & Hispanic  
Center of Orientation

Multi-Service Center of the  
Community Progress Center

Post Office  
10459

IRT  
Intervale Ave.  
(2.5)

IRT  
Simpson St.  
(2.5)

IRT  
Hunts Point  
Community Progress Center

P.S. 75

Legal Aid  
Assn.  
South Bronx Neighborhood  
Orientation Center

Prospect Ave.  
(2.5)

Better  
Community  
Relations

Hunt's Point  
Regional Branch Library

N.Y.C. Commission  
for Human Rights

Eng. 94  
Lad. 48

Ideal  
Nursing Home

McKinney  
Apartments  
PUBLIC SCHOOL 74

HW 126  
GRADE AND PAVE

Park





